IN THE CLAIMS:

1.   (Currently Amended) A communication system which has:

at least one processor unit (1), arranged in the vehicle, for controlling applications (15),

a plurality of different data sources (2, 4, 5, 6, 8) which are connected to the processor unit (1),

a plurality of operator consoles (9) which are connected to the processor unit (1) and have user interfaces for accessing the applications (9) and for data playback, and

a central system controller (17) having a priority management system (19) which allocates, to the individual operator consoles (9), access rights with different degrees of priority to the applications (15).

2.   (Original)   The vehicle communication system as claimed in claim 1, characterized in that functions (16) which are implemented on the processor unit (1) or on a data source (2, 4, 5, 6, 8) are assigned to the applications (15).

3.   (Previously Amended)   The vehicle communication system as claimed in claim 1, characterized by an operator console controller (20.1, 20.2) with which the individual operator consoles (9) can be individually configured.

4.   (Original)   The vehicle communication system as claimed in the preceding claim, characterized in that the priority management system (19) allocates to the applications (15) individual access rights to a data bus (12) and/or to the processor unit (1).

5.   (Original)   The vehicle communication system as claimed in the preceding claim, characterized in that the priority management system (19) allocates to the applications (15) access to the data bus (12) as a function of the loading of the data bus (12) at that time.

6.   (Currently Amended) The vehicle communication system as claimed in claim 4, characterized in that when a defined load of the data bus (12) is reached or exceeded, at least one low-level application can be is aborted or its data transmission rate can be is reduced.

7.   (Currently Amended) The vehicle communication system as claimed in claim 4, characterized in that the access of an application (15) to the data bus (12) can be controlled as a function of the priority of the requesting ~~oeprator~~ operator console (9).

8.   (Previously Amended) The vehicle communication system as claimed in claim 1, characterized in that the operator console controller (20.1, 20.2) allocates individual access rights to the applications (15) for the access to an operator console (9).

9.   (Previously Amended) The vehicle communication system as claimed in claim 1, characterized in that a user interface (22) of an operator console (9) can be configured individually by the operator console controller (20.1, 20.2).

10.   (Original)   A method for exchanging data in a vehicle, in which at least one processor unit (1) and a plurality of data sources (2, 4, 5, 6, 8) communicate with operator consoles (9) via a data bus (12),

different applications (15) being controlled by the processor unit (1) so that they output onto different output devices (21),

access rights to the applications (15) being allocated to the operator consoles (9),

access rights with different degrees of priority to the applications (15) being allocated to the individual operator consoles (9).

11.   (Original)   The method as claimed in the preceding claim, characterized in that an operator console controller (20.1, 20.2) controls one or more of the following functions individually for an operator console (9):

user prompting at the man/machine interface,

assignment of running applications or their menus to defined positions of a display device,

assignment of the access right of applications to an output device of the operator console.